

SECRET**SECRET**Economic/AirATRA Factory, BUDAPEST 20th District

The ATRA factory, situated in the 20th District of BUDAPEST, employs some 2,000 to 2,500 workers. The factory normally worked an eight hour day but in the aircraft section, which employed a total of 450 - 500 workers, including administrative personnel, approximately 50% of the machines worked two eight-hour shifts per day.

2. Sketches of ATRA are attached as Appendices A and B to this report.

3. Tooling of the ATRA aircraft section was approximately 60% capacity for mass produced or forged spare parts such as nuts, bolts, screws, rivets, bushes, plating, etc., and only 40% capacity for series produced precision components. Series produced articles included:-

- a) Hydraulic system cylinders
- b) Engine valves
- c) Fuel cocks
- d) Differential pressure valves
- e) 50 atmosphere compressors (type AK 50 M) for Yak 18s - 100 yearly
- f) Hydraulic system pumps (type 623 M) for jet aircraft - a single order for 200 for 1956/57.
- g) High pressure pumps for undercarriage hydraulic systems. Manufacture of the pumps began in early 1956 and 20 had been delivered by October, 1956.

4. In 1951 the aircraft section of ATRA was equipped with completely new machines but, during the following five years, NO allowance

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was made for deterioration nor for the provision of new machines capable of carrying out the high tolerance precision work required by the introduction of jet aircraft in the Hungarian Air Force and in 1954 the Engineering Service of the Hungarian Air Force made a formal complaint about MTR's (and, indeed, the whole industry's) inability to fulfill requirements.

5. As a result of this complaint, it was agreed in 1956 that in 1957 new machines should be made available to MTR which would permit the factory to increase its range and output of series produced aircraft spare parts. At the same time the original 1951 machines which were in a poor state of repair, were to be turned over to rougher mass production of bolts, etc., thus further increasing capacity. This planned reorganization, which would have gone a long way to meeting the Hungarian Air Force's requirements was, however, made impossible by the fact that no building expansion (other than the new administration building completed in 1955) could be approved at MTR before 1959. Since this would have meant overcrowding in MTR, the final decision taken in 1956 by the responsible Hungarian Ministry was that, as new machines became available in 1957, the old machines must be scrapped - a solution which, of course, merely re-established the 1951/54 situation.

6. The inability of MTR to meet the Hungarian Air Force requirements can be illustrated from the financial estimates submitted for that factory by the Hungarian Air Force Engineering Service for spare parts for general overhauls for 1955 and 1956. (Figures quoted are only for Hungarian Air Force units and do not include the requirements of aircraft repair establishments which submitted their own estimates.)

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- 3 -

7. In 1955 ATRA produced 55 - 60% of the estimated requirements of spare parts for the Hungarian Air Force units, representing some eight to nine million forints work.. In 1956 the estimate was fifteen million forints. By the third quarter of 1956, ATRA claimed to have fulfilled 44% of the Hungarian Air Force units requirements but this, in fact, represented only five million forints work since, quite contrary to the Hungarian Air Force requirements, ATRA concentrated first on the cheap mass produced articles. Even without the Hungarian uprising there can be little doubt that in 1956 ATRA would have been quite unable to reach even its 1955 production level and the proportion of precision components, urgently required by the Hungarian Air Force, would have been considerably lower than in 1955.

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Legend to Appendix "A"

- A : New Administration Building
- B : Canteen Rest Rooms
- C : Old Administration Building
- D : Entrance to Administrative Building
- E : Raw Material Store
- F : Main Workshops
- G : Forge
- H : Coal Fired Power Station (One Generator)
- I : Laboratory
- J : Main Entrance (cars)
- K : Extra Tram Stop
- L : Pestorzsebet Tram Stop
- M : Stone Well.

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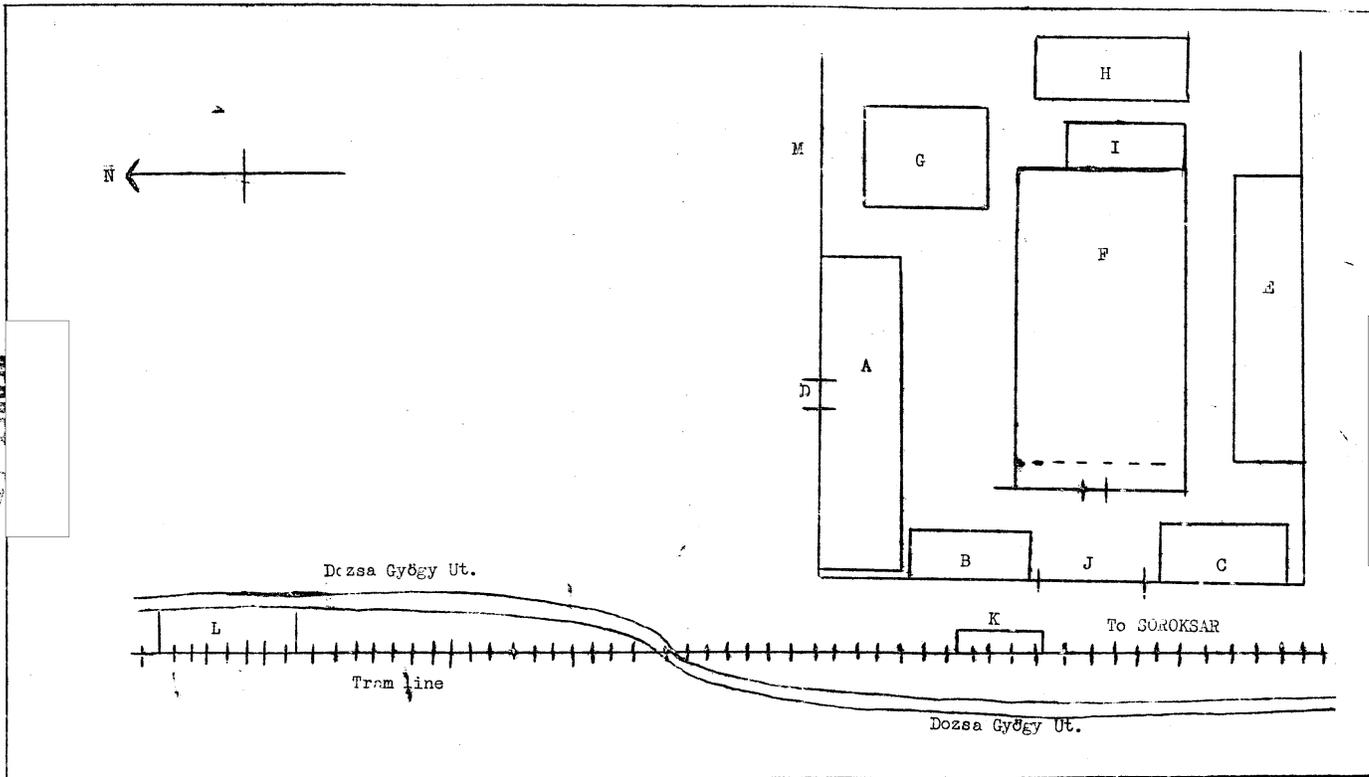


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Legend to Appendix "B" to

- A : Laboratory
- B : Tool Shop
- C : Store
- D : Quality Control
- E : Galvanizing Shop
- F : Axle and Cylinder Shop
- G : Aircraft Section
- H : Vertical Lathes
- I : Grooving machines
- J : Automatic and Revolving Lathes
- K : Welding Shop
- L : Planing Machines
- M : Aircraft Section
- N : Lathes
- O : Horizontal Lathes
- P : Lathes
- Q : Gear Section
- R : Assembly
- S : Aircraft Assembly
- T : Store
- U : Hungarian Air Force Acceptance Officers' Office
- V : Compressor Shop
- W : Drawings and Specifications.

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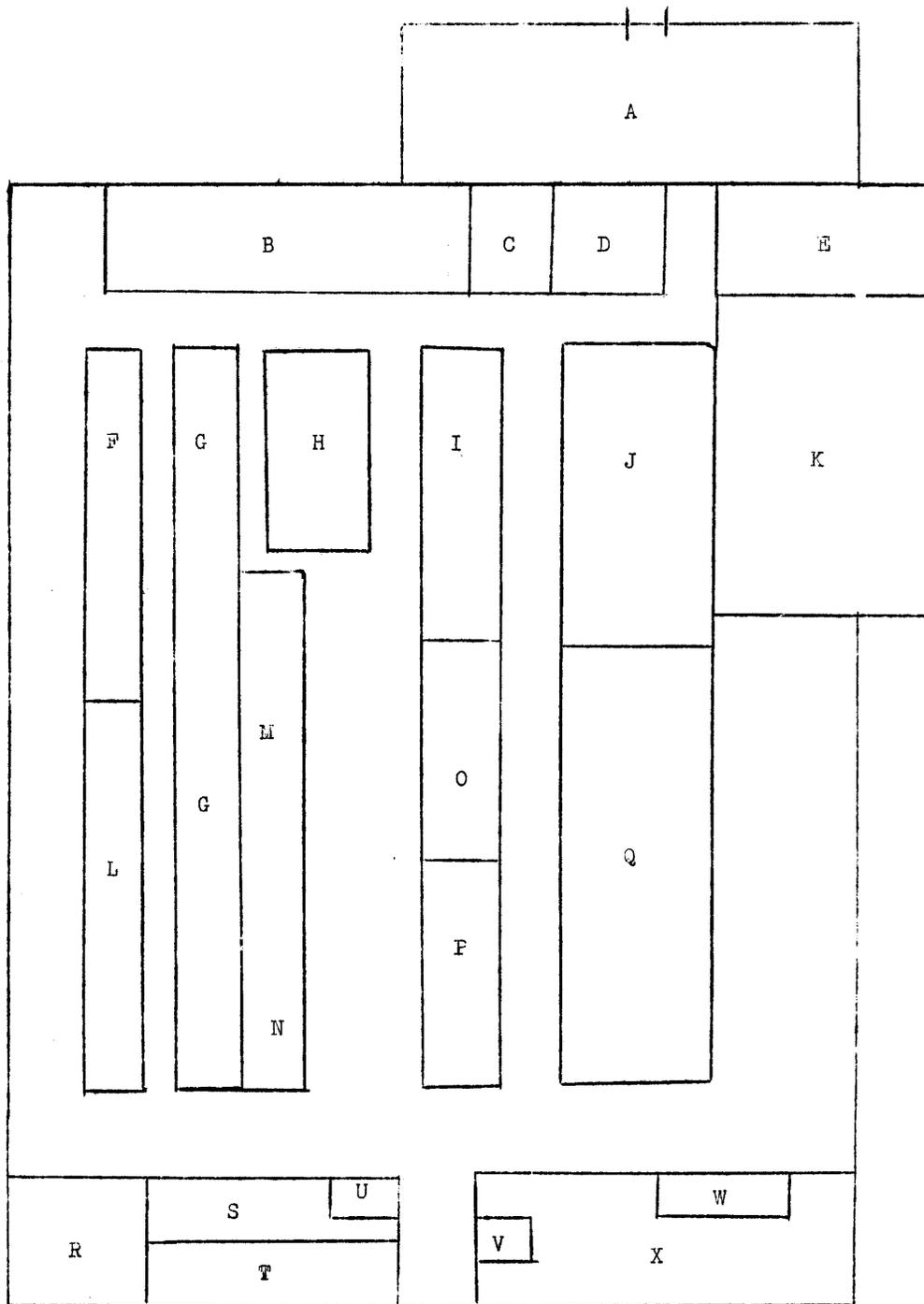
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Appendix "B"

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